

GENERAL NOTES

1. THE OFFSETS TO DRAINAGE STRUCTURES WERE DETERMINED USING THE CRITERIA LISTED BELOW UNLESS OTHERWISE INDICATED:
 - A. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT OR EDGE OF SHOULDER.
 - B. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN ROADWAYS WITH BARRIER WALL ARE TO THE EDGE OF SHOULDER.
 - C. THE OFFSETS TO MANHOLES, STRUCTURES IN GORE AREAS, AND STRUCTURES IN INFIELD AREAS ARE TO THE CENTER OF THE DRAINAGE STRUCTURE. A CONCENTRIC DRAINAGE STRUCTURE WAS USED TO CALCULATE THIS DISTANCE.
 - D. THE OFFSETS TO DRAINAGE STRUCTURES IN SWALES OR DITCHES ARE TO THE FLOW LINE OF THE SWALE OR DITCH.
 - E. THE OFFSETS TO ALL FLARED END SECTIONS ARE TO THE END OF PIPE.
2. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
3. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY CONTRACTOR OUTSIDE THE PROPOSED LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
4. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
5. THE CONTRACTOR SHALL BE AWARE THAT THE PROJECT SITE MAY CONTAIN ARCHEOLOGICAL EXCAVATED HOLES. THE CONTRACTOR SHALL FILL THE HOLES WITH EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE ACCORDING TO THE EARTH EXCAVATION PAY ITEM IN THE PLANS.
6. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
7. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
8. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
9. PROTECTIVE COAT SHALL BE APPLIED TO ALL CONCRETE SURFACES.
10. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE ROADWAY DETAILS FOR BENCHING DETAIL.
11. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
12. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
13. THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TON/SO YD.
14. THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TON/SO YD.
15. THE QUANTITY FOR AGGREGATE BASE COURSE, TYPE A WAS DETERMINED USING A DENSITY OF 1.95 TON/CU YD.
16. THE QUANTITY FOR AGGREGATE SHOULDERS, TYPE B WAS DETERMINED USING A WEIGHT OF 4 TON/100 LF.

17. THE UNIT WEIGHT USED TO CALCULATE ALL LEVELING BINDER AND HOT-MIX ASPHALT SURFACE COURSE IS 112 LB / SQ YD / IN.
18. ANY CHANGES TO THICKNESS OF AGGREGATE BASE COURSE, TYPE A 12" TO DRAIN TO UNDERDRAINS WILL BE INCLUDED IN THE COST OF THE PAY ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
19. FOR ALL PIPES TO BE REMOVED, CONTRACTOR HAS THE OPTION TO FILL PIPE WITH FLOWABLE FILL CEMENTITIOUS MATERIAL APPROVED BY THE RESIDENT ENGINEER INSTEAD. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
20. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618/874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
21. ANY FILL PLACED NEXT TO THE EXISTING I-64 METROLINK PIERS MUST BE UNIFORM. THE CONTRACTOR SHALL COMPLETE ANY GRADING NEXT TO THE EXISTING I-64 METROLINK PIERS UNDER THE DIRECT SUPERVISION OF THE ENGINEER.
22. ALL MANHOLE LIDS OR INLET GRATES THAT ARE REMOVED DURING THIS CONTRACT SHALL REMAIN PROPERTY OF THE ILLINOIS DEPT. OF TRANSPORTATION AND SHALL BE REMOVED WITHOUT DAMAGE AND TRANSPORTED TO THE FOLLOWING ADDRESS: BOWMAN AVE. PUMP STATION, 728 EXCHANGE AVE., EAST ST. LOUIS, ILLINOIS - IF THERE ARE ANY QUESTIONS PLEASE CONTACT PETE SAWYER AT 618-346-3275.
23. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTION MEASURES TO ENSURE THE PROPER INSTALLATION OF THE PROPOSED GUARDRAIL POSTS ALONG I-64 MEDIAN (EAST OF 15TH STREET) SINCE THEY ARE TO BE DRIVEN THROUGH EXISTING RIPRAP.
24. UNLESS NOTED OTHERWISE, ALL COMBINATION CONCRETE CURB AND GUTTER SHALL BE "DEPRESSED".
25. CONSTRUCTION LIMITS SHOWN IN PLANS DOES NOT INCLUDE REGULATORY SIGNS OR THE PAVEMENT MARKING LIMITS.

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		DRAWN SDH	REVISED -					* 82-1-R(A), 82-1-R(B)	ST. CLAIR	629	3	
		CHECKED DBM	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	* 64/998/70	CONTRACT NO. 76C52		
		DATE 1-20-12	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							